

Response

Comment C-18

C-18 The Rheas

1. Comments noted.
2. See Beltway/Bypass section of FEIS. Sent a DEIS..

11.11.1995

DEAR SIR,

RE: NORTH SPOKANE FREEWAY -- MY FIRST CHOICE WOULD BE THE NO-BUILD ALTERNATIVE. KNOWING FULL WELL THAT COST OVER-RUNS ARE INEVITABLE, I FEEL THAT SPOKANE CANNOT AFFORD A 2.1 BILLION + DOLLAR FREEWAY.

MY SECOND CHOICE (IF THE FREEWAY IS RAMMED DOWN OUR THROAT) WOULD BE THE HAVANA ALTERNATIVE. I THINK THIS ROUTE WOULD BEST ADDRESS THE TRASSIC NEEDS OF THE EAST SIDE WITH THE MINIMUM HUMAN IMPACT. SPOKANE NEEDS SOME RELIEF FROM HEAVY SEMI-TRUCK TRASSIC AND BY-PASSING THIS TRASSIC AROUND THE CITY AT THE EXTREME EASTERN CITY LIMITS IS A GOOD IDEA.

THE RHEAS
E. 3334 MONTGOMERY
SPOKANE, WA 83412-7234


Response

Comment C-19

C-19 Margaret R. Watson

1. It is not the intent of this study to propose that a single facility or plan would relieve all congestion in North Spokane County. The 1985 Transportation Plan Update published by the Spokane Regional Council addressed needs for a new freeway and additional capacity improvements such as a Beltway/Bypass. To include proposals that address all regional transportation deficiencies is outside the scope of this study.

2. Non structural solutions are addressed in Chapter 2 of the FEIS. It was concluded that, while highly desirable to implement and enhance these types of transportation modes, they could not be expected in themselves to accommodate existing or future needs.

3. See Beltway/Bypass section of FEIS.

4. Comments noted.

RECEIVED
DEPARTMENT OF TRANSPORTATION
OCT 12 1995
SPOKANE, WA 99207-2090
South 3918 Eastgate Court
Spokane, WA 99203
October 11, 1995

Mr. Harold White
Project Engineer
Washington State Department of Transportation
2714 North Mayfair Street
Spokane, WA 99207-2090

REF: Draft Environmental Impact Statement - North Spokane Freeway

Dear Mr. White,

On Thursday, September 28 I attended the public meeting to review the EIS (draft) of the North Spokane Freeway. After studying the displays outlining the recommended routes and listening to the presentations and testimony, I offer the following comments.

The timeline for completion of such a costly project would not relieve the current or predicted traffic volumes. 1

The estimated cost of a North Spokane Freeway would nearly eclipse other transportation needs in our region over the next two decades.

In light of the ISTEA legislation and in view of the air quality problems which plague Spokane County, more emphasis should be given to the construction of a high speed, light rail system and an improved bus network. 2

Improvements in non-motorized forms of transportation, i.e., bicycling and walking, especially as linkages to transit, should be given greater support in our region.

A beltway, using and improving existing roadways in some areas, could eliminate the destruction of neighborhoods such as occurred during the construction of Interstate 90. 3

In conclusion, I do not favor the building of a North Spokane Freeway. 4

Sincerely yours,
Margaret R. Watson
Margaret R. Watson

mcv

Response

Comment C-20

C-20 Ken Honecker

1. Comments noted.
2. Localized traffic increase will occur at the interchange locations with either freeway alternative and traffic volumes will increase over the no build alternative on both Francis Avenue and Wellesley Avenue. At the same time, traffic volumes will drop on other streets such as Market/Greene and Hamilton/Nevada.
3. See Beltway/Bypass section of FEIS.
4. It is not the intent of this study to propose that a single facility or plan would relieve all congestion in North Spokane County. The 1985 TPU addresses a need for a new freeway and additional capacity improvements such as a Beltway/Bypass. To include proposals that address all regional transportation deficiencies is outside the scope of this study.

5. Sent DEIS 10/18/95.

North Spokane Freeway Environmental Impact Study Comment Sheet

Better Mobility Through Spokane

Please use this form to express any comments that you have concerning this project.

Name: Ken Honecker

Date: 10-15-95

RECEIVED

Address: N 7917 Smith

OCT 18 1995

Telephone: 468-2951

and?

HAROLD WHITE, P.E.

Comments: Sirs I would like to state that I am highly opposed to the Market St plan and have ~~some~~ doubts about the Havam route. I would rather see a golf course have to undergo clearance then see private homes destroyed and do not approve of the idea of building a freeway over the top of a college.

Having ramps at Francis + Wellesley would only make those streets impossible a rush hour, something we are not far from already.

I ~~also~~ feel a beltway around the city would greatly serve the needs of routing traffic around the population center, at the same time reducing pollution in the form of noise and smog.

I do not see a freeway in either proposed location doing much to lessen the north/south traffic flow through the middle of town as much of this is caused by commuters + shoppers who would not be likely to drive several miles out of their way when the average trip distance in Spokane is probably only 5-6 miles.

If we do have to have a freeway through town rather than around it, which would produce added commercial land and serve to draw business to the area, I would rather see something done along Division St which already has the noise and pollution and would serve a far greater group of commuters. It is possible a road like a X

Copy of the impact study. Thanks

Response

Comment C-21

C-21 Brad Benson

1. Location and construction of Non-motorized vehicle facilities will be coordinated with local agency plans. Availability of Right of Way and funding will constrain development of these types of facilities.

2. Overall, the Havana Alternative is less costly than the Market/Greene Alternative; \$854 to \$812 million versus \$875 to \$843 million respectively. Right of way costs are higher for Havana in Phase 4; Trent Access, and Phase 5; I-90 to Trent I/C (Includes C/D). In this vicinity the freeway route crosses from the I-90 Interchange to Havana impacting much more commercial property.

North Spokane Freeway Environmental Impact Study Comment Sheet

SPOKANE, WA 99207

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Please use this form to express any comments that you have concerning this project. OCT 19 1995

Name: Brad Benson Date: 10-16-95 HAROLD WHITE, P.E.

Address: 8028 N. PAMELA SPOKANE WA 99208

Telephone: 466-5609 (HOME) 353-1512 (WORK-DAYS)
483-3910 (W/F/T BUS. - EVE.)

Comments: Air Quality - All options would improve air quality. As you know, Spokane's air quality is worst when stalled morning rush hours are combined with inversions. Improving traffic flow is the single most effective option. To that end a freeway is the superior option. An improved arterial will help somewhat. As the area grows, however, traffic will outstrip any arterial improvement.

Noise- It's doubtful that a freeway generates significantly more noise than a crowded arterial. A freeway will have a negative impact only on homes in the direct vicinity. A freeway will draw traffic from other arterials, benefiting a larger number of households and creating a net benefit to Spokane.

Energy- Certainly a freeway is by far the most efficient alternative.

Bicycle Facilities- Please build bicycle paths, but be realistic about their cost and benefit. Due to our weather, the bike paths won't be used most of the year, and regular policing will be required similar to our centennial trail.

Cost- It's hard for me to reconcile the cost estimate of the Market/Greene alternative being higher than Havana. The former option displaces fewer homes and businesses, and can be built on existing grades. The sooner the project is completed the lower the cost in terms of land, labor, materials, and displacement costs. It may also ease regulatory costs Spokane must bear due to environmental nonattainment, oxygenated fuel for example.

Other Issues- The South alternative will probably serve more people because it is closer to Northwest neighborhoods. Businesses will be more amenable to a freeway option, higher speed traffic and road construction are a death knell to existing businesses even if they are not directly displaced.

Conclusion- I support any of the freeway options and prefer the South option. I'll continually support whichever freeway costs the least.

Better Mobility Through Spokane

1

2

Response

Comment C-22

C-22 Roy A. Eickmeyer

1. Construction of this project will result in changes in noise levels as describe in Chapter 4 (Noise Section) of the FEIS. To quantify changes in noise, the Federal Highway Administration developed a method for determining noise impacts. A noise impact occurs when a predicted traffic noise level approaches or exceeds the Noise Abatement Criteria listed in Table 4-7 of the FEIS or when the predicted traffic noise level substantially exceeds the existing noise level. After noise impacts are identified, mitigation measures for reducing or eliminating them are developed. This gives weight to the benefits and cost of mitigation. Specific descriptions of noise impacts for the Market/Greene and Havana Alternatives are found in Chapter 4 (Noise Section) of the FEIS. The Noise Discipline Report is also available for review upon request from the WSDOT Eastern Region Office.

2. Traffic increases in Spokane are a function of land use and growth. Highway and other transportation improvements can stimulate growth or speed up growth that would happen eventually over time. This is shown to be true as both the no-build and build alternatives have similar growth in traffic for the design year of 2020. The build alternative carries much of the additional traffic on a single facility rather than spreading over the existing arterial street system. Localized traffic increases will occur at interchange locations with either freeway alternative and traffic volumes will increase over the no build alternative on both Francis Avenue and Wellesley Avenue. At the same time traffic volumes drop on other streets such

North Spokane Freeway Environmental Impact Study Comment Sheet

Please use this form to express any comments that you have concerning this project.

Name: Roy A. Eickmeyer Date: OCT. 16, 1995

Address: 6420 N. SMITH, SPOKANE, W.A.

Telephone: 468-4043 Area Code (509)

Comments:

I have read the environmental impact statement draft volume 2, and I do not endorse either of the routes. The added concentration of ozone's, and other emissions, (especially noise), would be too high for the surrounding areas. The worst of the routes for these effects to both the schools and a greater percent of the population, is the primary route that has been endorsed, the Market/Greene route. This route is the worst of the two for the noise problems it creates for those schools, which are used the majority of the year. The added cost of constructing sound reducing walls, or structures, which are only designed to limit the noise, not remove it. The emissions from the traffic is also going to substantially increase, and because of the prevailing wind is toward the hills to the east, it will be trapped in the area; and become excessive on calm day's. Another very important problem is the tremendously increased flow of traffic that is going to be incurred by by wellesley and especially Francis Ave.. The interchange to Francis will have truck traffic increases beyond reason. Because half of the interchange is county, the trucks can use jake-brakes; probably on both sides because there won't be a way to enforce the city side effectively. There will also be a massive increase of those same trucks and added noise to Francis; and the traffic on Francis is already bad. Both Francis and Wellesley will be over burdened, and eventually have to be widened to accommodate the added traffic flow. The noise levels from both those streets will go out of site; and with schools on both those streets, (what about the noise to them?), not to mention the added pollutants and safety problems for the children who have to cross those streets. Then there is the traffic slow-downs and stops by the school-zones creating even more pollution problems with air quality, plus accidents with the added truck and commercial traffic.

Both routes will cost too much money, and would adversely affect to many people for health and safety. Especially the Market/Greene street route.

My biggest concern is what will happen to Wellesley and Francis, streets which will become over burdened with traffic, noise and emissions, almost immediately.

RECEIVED

OCT 27 1995

HAROLD WHITE, P.E.

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as Market/Greene and 3. Vehicles traveling faster polluteless and are more efficient. Based on EPA MOBILE5, emission rate modeling program, Carbon Monoxide/Hamilton/Nevada. emission rates will be 2.5 to 3 times greater at low arterial speeds than at freeway speeds. Refer to Volume 1, Chapter 4 of the FEIS concerning more in depth analysis and the environmental consequences. 4. School attendance boundaries take into account high volume streets and try to prevent

students from crossing major arterials whenever possible. No student crossings other than at Wild Horse Park which crosses the Market/Greene alternative have been identified.

5. Additional capacity will be required on both Francis and Wellesley Avenues with or without this project. A higher traffic volume is expected with the build alternative.

Response

Comment C-23

C-23 Patrick A. Mertens

1. Comments noted.
2. WSDOT rationale for this project is stated in Chapter 1, Purpose and Need for this Action.
3. See Beltway/Bypass section of FEIS.

North Spokane Freeway Environmental Impact Study Comment Sheet

Better Mobility Through Spokane

REC:
Please use this form to express any comments that you have concerning this project. OCT 17, 1995
Name: PATRICK A. MERTENS Date: 10/14/95 HARM ()
Address: 1203 E. DALTON AVE. SPOKANE, WA 99207-2835
Telephone: 509-437-4436

Comments: HAVING TESTIFIED AT EVERY HEARING ON THE "NORTH" FREEWAY SINCE 1976, I BELIEVE THAT THE SPOKESMAN-REVIEW OWNERS (THE COWLES FAMILY), WHO OWN 2/3RDS OF THE SPOKANE DOWNTOWN AREA, DO NOT WANT ANY ROADWAY THAT DOES NOT FUNNEL PEOPLE DOWN TO THE CENTRAL AREA. PLEASE SEE COPIES OF MATERIAL PRESENTED IN 1976. THE COWLES PEOPLE WERE REALLY FOR THE 300 MILLION WIDENING OF DIVISION STREET EVEN THOUGH IT IS KILLING ABOUT 80 BUSINESSES ON THE DIVISION ST. AREA(S) BEING EFFECTED.

THE PEOPLE WHO HAVE HOMES INSIDE JARVIS PAY THE TAXES AND UTILITIES CHARGES OF THE CITY. WHY SHOULD THEY ALWAYS HAVE TO GIVE UP PART OF THEIR PROPERTY TO MAKE IT EASIER FOR RURAL DWELERS TO GET INTO AND THROUGH THE CITY?

A BELTLINE FREEWAY AROUND THE SPOKANE CITY WOULD SHUTTLE ALMOST ALL TRUCKS AROUND, AND SATELLITE PARKING AREAS ON THE BELTLINE WOULD PROMOTE MORE USAGE OF PUBLIC TRANSIT - BOTH BUSES AND LIGHT RAIL! THINK OF THE FUTURE AND ACCEPT THIS IDEA! A BELTLINE WOULD BE ELIGIBLE FOR AND RECEIVE FEDERAL FUNDS TO PRESERVE THE ENVIRONMENT.

Sincerely, Patrick A. Mertens

May 25th, 1976 ^{UPDATED}
16 Feb, 1985

PLAN NOW BEFORE IT'S TOO LATE!!!!!!!!!!!!!!

THE OUTLINE BORDER OF THIS PROPOSAL REPRESENTS AN ELIPSE, A SEMI-CIRCLE OR A BELT LINE FREEWAY.

A BELT LINE FREEWAY WILL SOLVE TRAFFIC PROBLEMS & AIR POLLUTION NOW AND IN THE YEAR 2000 or 2050.

Here is how it works:

A Belt Line Freeway makes it easy for trucks and cars to travel around the city center area when they have no reason to go there, resulting in less congestion and carbon monoxide pollution, because they can get where they are going with much less traffic driving and much less time spent.

Belt Line Freeways are the ecological solution to traffic and pollution problems, and have proven their worth in cities such as Minneapolis-St. Paul, Minn. and Washington D.C.

At the present time there are 5 major industries supporting employment of considerable citizens of the Spokane area, they are:

The Kaiser Aluminum Rolling Mill at Trentwood, The Industrial Park at Velox, The Kaiser Aluminum Reduction Plant at Mead, The Spokane International Airport at Geiger, and The Fairchild Air Force Base at Galena.

There are many other quality firms and businesses in the Spokane area but these five create the heaviest traffic movements.

To move traffic quickly & orderly with little cross town or through town travel, a Belt Line Freeway or Expressway is strongly recommended to begin at:

Fiera Rd. @ Velox in Spokane Valley at the Industrial Park, proceed north, north-west over Pleasant Prairie to Pease and Farwell Rds, west on Farwell Rd. to just south of Nine Mile Falls (passing Kaiser's Reduction plant @ Mead), crossing the Spokane River between Nine Mile Falls & Seven Mile, turning south down Hayford or Craig Rds to the Hayford Interchange on I-90 (going between International Airport & Fairchild), east between -

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Ballet Rd & Melville Rd to Flora Rd., then north on Flora Rd. to Valex,
(covering traffic to the Industrial Park and Kaiser's Rolling Mill).

Shunting going to work or business traffic away from downtown Spokane will
allow the City of Spokane and the surrounding areas to grow peacefully and
normally without being criss-crossed and cut into pieces by Residential
Freeways and Expressways.

Time is important before the areas in which this Belt Line Freeway is pro-
posed become as heavily populated as other growth areas as they exist now
within the Spokane and Spokane Valley.

Lets all back this Belt Line Freeway Proposal and urge the state hmw dept.
to start acquiring the right of way for this project now.
This project could be completed in stages with the North Area Horseshoe
started first.

Arterials will still be important to traffic flow - therefore, it is reco-
mmended specifically that:

- # 1 North Addison be cut through and made an Arterial joining North Aster
south to Mission Ave.
- # 2 North Hamilton be extended from Trent south to Sprague Ave. with a
bridge. — *CONNECT KEEFE BRIDGE TO SPRAGUE WITH ON/OFF RAMP*
- # 3 North Crestline be extended south from Illinois with a bridge and
necessary street work to connect it to North Hapa at Mission Ave.

Proposal submitted by:

Patrick A. Mertens
Patrick A. Mertens
1205 E. Dalton Ave.
Spokane, Wash. 99207

#8
THIS LETTER
WAS SENT TO ALL
MAJOR TRUCK OPERATING
CONCEPENS IN 1976, AND THE
SUPPORT WAS 100% FOR THIS
TO CONCEPT AS OPPOSED
CITY CUTTING UP THE
CITY WITH FREEWAYS!

RECEIVED
OCT 17 1976
HAROLD WHITE P.E.

From:
Patrick A. Mertens
1205 E. Dalton Ave.
Spokane, Wash. 99207
June 15, 1976

Dear Sir,

Enclosed please find a proposal made at a recent "Town Hall Meeting" and to the public thru "Letters to the Editor" in both the Spokane-Chronicle and Review.

This proposal was enthusiastically received by both the Citizenry and the Technical Staff of the Metropolitan Transportation Study Team.

Most business men and laboring people involved with the construction industry in the Spokane area, and members of the Chamber of Commerce that I have had conversations with are 'for' the proposed "North-South Freeway" in the Hamilton-Nevada Corridor for the reasons that it would produce a boom in the construction business - with removal of 650 homes & the excavations & concrete pourings.

Anyone who has traveled much to other cities such as Portland, Los Angeles, St. Louis, & others, where they continuously sliced up their "home towns" with residential & business area freeways, knows that is not the answer. Building Freeways just to produce jobs or profits and telling your neighbors in your "home town" that they should be willing to sacrifice their homes in the name of "progress" - as that business people or others who have invested in lands for future development in suburban areas can sell these lands at huge profits - is as antiquated as the horse & buggy for transportation!

When you compare cities like Minneapolis-St. Paul, and Wash. D.C. where Belt Line Freeways have been built to the ones criss-crossed and cut up by business & residential area freeways - you find that Belt Line Freeways are the only answer to permanently solving the problems of moving vast amounts of motor traffic and keeping strictly transient driven vehicles away from the heart of a city where most of the Carbon-Monoxide Air Pollution occurs.

This proposed Belt Line Freeway would produce many jobs & profits for labor & industry in the Spokane Area - but not disrupt the things we love and enjoy about living in Spokane.

I urge you to enthusiastically support this proposed Belt Line Freeway as an immediate highest priority answer to Spokane Area traffic and air pollution problems and to urge all labor & business industries in the Spokane Area to endorse this project as the only long range solution(s).

Thank you!

Sincerely,
Patrick A. Mertens
Patrick A. Mertens

P.S. Please send your endorsements to me and I assure you they will only be used to effectively bring about the completion of this project!

#3

Patrick A. Mertens
1203 E. Dalton Ave
Spokane, Wash. 99207

June 22nd, 1976

UPDATED TO FEB, 1988

To:
Citizen Advisory Committee
on Transportation &
Transportation Technical
Committee Spokane, Wash.

> On May 25th, 1976 at the "Town Hall Meeting" a proposal was made to the Transportation Study Committee that many of the recommended expensive arterial improvements could be reduced or eliminated by an all encompassing "Great Circle Route" - "Belt Line Freeway or Expressway" around the Spokane Area.

Most of the Transportation Study Teams (Recommended Arterial Improvements) are not eligible for State Highway Funds, without Legislature Approval, & or Federal Highway Funds because they fall into the category of solving only local traffic problems, while a Belt Line Freeway meets all the requirements ecologically and by definition for State Highway Funds, & Federal Highway Funds.

Nearly all of the recommended arterial improvements would have to be financed locally by higher property taxes through bond issues.

My proposal for the Belt Line Freeway was enthusiastically received at the Town Hall Meeting by the Citizens and supposedly by the Transportation Study Team.

Nowhere in the Projects Map that we are here to discuss this evening did the Belt Line Freeway Proposal receive mention!

On June 14th in the Spokane Chronicle Editorial an article concerning a proposed new Industrial Park adjacent to Spokane International Airport was written, which would provide some additional 2000 jobs.

I ask you to observe your Projects Map with the proposed Belt Line Freeway superimposed on it. You see that one more Industry at the International Airport would be served by this rural freeway!

REC-281

OCT 17 1976

MARION WHITE P.E.

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